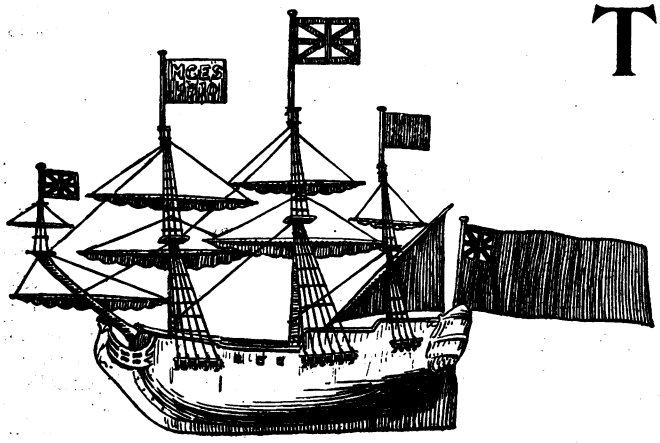
NINETY-FIRST ANNUAL MEETING

of the

British Medical Association,

PORTSMOUTH, 1923.



The Golden Barque, the weather vane on St. Thomas's Church tower. Length of hull, 3 ft. 5 in.

THE ninety-first Annual Meeting of the British Medical Association will be held at Portsmouth next summer under the Presidency of Mr. Charles P. Childe, F.R.C.S., Senior Surgeon to the Royal Portsmouth Hospital, who will deliver his Address to the Association on the evening of Tuesday, July 24th. The sectional sessions will be held on Wednesday, Thursday, and Friday, July 25th, 26th, and 27th, the scientific and clinical work of the Annual Meeting being divided among sixteen Sections, as follows: Medicine, Surgery, Obstetrics and Gynaecology, Pathology and Bacteriology, Neurology and Psychological Medicine, Ophthalmology, Public Health, Diseases of Children, Laryngology and Otology, Radiology, Naval and Military Hygiene, Tuberculosis, Medical Sociology, Orthopaedics, Venereal Diseases, and Anaesthetics. The full list of the names of officers and the provisional programme for the sectional discussions and demonstrations will be published in due course in the SUPPLEMENT. The Annual Representative Meeting for the transaction of the medico-political business will begin on the previous Friday, July 20th, at 10 a.m. Saturday, July 28th, the last day of the meeting, will be set apart for excursions to places of interest in the neighbourhood. The article published below is the second of a series of descriptive and historical notes on Portsmouth and its surroundings, for which our readers are indebted to Dr. W. Carling, Chairman of the local Printing Committee; the introductory article appeared in the JOURNAL of December 9th, 1922 (p. 1137). The Honorary Local General Secretary for the Portsmouth meeting is Mr. C. A. Scott Ridout, F.R.C.S. (St. Elmo, Clarendon Road, Southsea).

AN OUTLINE OF PORTSMOUTH HISTORY.

I. PORT DOCK AND HARBOUR.

"Would you lift the veil, long fallen, on the Ages rolled away
And sealed as a Past Forgotten? Who knows but perchance ye may
If ye go as little Children, and dream on the upland sward,
But they pass no doubting cynic where the Gods keep watch and ward."

Mr. H. G. Wells, the writer of many thought-provoking books, once lived on Portsea Island. Before he became an author he worked and lived in one of Portsmouth's emporiums. He, in the imagination of one of his created characters, came after a dusty journey and rested on the side of Portsdown Hill. He philosophized and enjoyed the not unpleasing picture of the Solent tinted with the rays of the setting sun. He, like many another Portmuthian has done and will do again in the future, pondered how and why Portsmouth should have been built on that mudflat island and not on the protected and sunny side of Portsdown. Indeed, quite recently Portsmouth did extend her boundaries, and has included Portsdown within her borough jurisdiction. In fact, new houses are beginning to dot the sunny face of the down. Sitting up here against the thyme-scented short grass on the chalk, one sees the Wight standing clear in the sea. Below at the foot of the down is a stretch of flat land intersected here and there by water channels, bays, and harbours, and between the flats and the Wight a narrow channel of the sea—the silvery Solent. Here, contemplating the harbour and its creeks, one is struck by its sheltered position and the many places a vessel could rest in without being seen. Hills to the north, and at the south a narrow entrance, easily defended if need be, opening from a sheltered strait protected from the storms of the channel by the Wight.

Should the visitor have with him a map of England he will on looking at it soon be struck with another fact. The coast-line is much broken up and there are many places where the arms of the sea run a long way inland. Now let him take a blade of grass, if he has nothing else, and cut it according to the scale of his map to measure seventy-five miles. Place the scale anywhere on the map, one end on the seacoast, and he will find there is scarcely a town or village not reached by the other end. In the days when there were no aeroplanes, no motor lorries, no railway trains, methods of transport were indeed cumbersome and slow on land. It was then the day of the small ship; towns near and on the coast were able to exchange their marketable goods by water transport. Thus all round the coast, wherever there was a convenient or natural anchorage, there we have a town and port. Harbours were essential for the growth of the country.

Most towns have grown up round some hallowed spot sacred to history or romance, round some aerie castle, revered shrine or well, round some stately manor house with its family traditions of chivalry and statesmancraft, round some spot of beauty or utility. Portsmouth grew up round its harbour. The land-locked harbour we have been watching

from the hill called Portsmouth into being, and Portsmouth itself called into being its docks, its fortresses, its castle and its hospice, and its sunny Southsea.

Ever since his appearance on this globe man has been a wanderer; his face is ever set towards the west, and the British Isles come right in the track of the setting sun. Palaeolithic man was here when it was possible to cross from France on dry land. His flint implements have been found on Southsea Common. He did not found Portsmouth, neither did the Neolithic man who followed him, bringing his beautifully wrought and polished stone and bone artifects. The men of Bronze may have come this way, landing at the top of the harbour, for they have left their earthworks or rings, their long barrows and their round barrows, scattered over Hampshire and Wiltshire. The westward thrust, started by the drift of population, next brought to these isles from Europe two tribes of Celts or iron-using peoples. One has been distinguished as Gaelic (and their descendants may perhaps be found to this day in Ireland and Scotland) and the other as Brythons. The second race had learned on the Continent to smelt iron and to build boats. Their boats were swift and were used as models by the Romans when they came. The sails were dyed blue, probably for the same reason that a modern ship is painted slate colour. The Brythons were later joined by a tribe closely related to them—the Belgae. The latter were very famous for their iron work, and were at one time strongly established on the site that is now occupied by the city of Winchester.

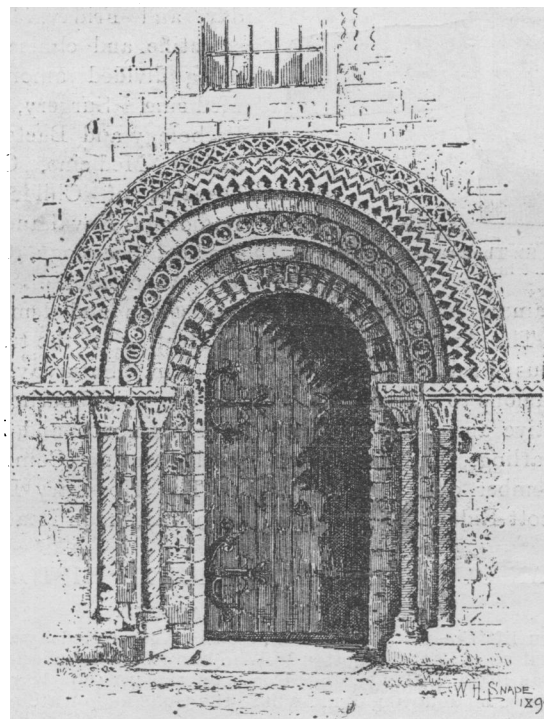
The inhabitants of Britain were a highly civilized people when Caesar appeared amongst them. They had regularly planned towns and villages, agriculture was developed, the crafts of weaving, pottery making, and metal working were practised. For warfare they had chariots and horses, they used metal coins for barter, and they had an overseas trade through Phoenician mariners.

Ships when first built must of necessity have been small in size, and neither could they for many reasons be at sea for any length of time, nor could they go far from the sight of land. Consequently it would be quite natural for them to hug the shore and be on the lookout for estuaries, creeks, natural harbours, and protected waterways. Now, where could these creek-seeking men find a better place than the protected waters of the Solent or a more convenient harbour than that between the mainland and the Isle of Portsea—a narrow entrance easily watched and if need be protected; with waters broadening out and many creeks and bends in which to hide; plenty of soft mud banks on which to run the boats for repair and rest, and the chalk hills on the north preventing any sudden invasion from the mainland? Here at the north-west corner of the harbour the Britons had a town and a landing place, and here on the same spot the Romans established the westernmost station of the "Litus Saxonicum." Thus for 2,000 years of historic time has Portsmouth harbour been a centre of naval and maritime activity. Roman Porchester was a castle enclosing an area of 9 acres, and its walls, as measured to-day, are 10 feet thick.

After the Roman departure Saxons and Jutes landed at Porchester, and have left their marks behind all along the Meon Valley. The *Anglo-Saxon Chronicle* records a legend that in A.D. 501 "Port and his two sons, Beida and Maegla, came into Britain with two ships at a place called Ports Mutha." Whether this story be true or not there is plenty of evidence of Saxon occupation in the neighbourhood. The record follows the account of the landing in 495 of Cedric, who became the first King of the West Saxons.

In 860 Danes landed at Southampton and Porchester, established themselves on shore, and proceeded to Winchester and took the city. Alfred was now king, and came to the conclusion that the Danes must be met on the sea; he therefore turned his mind to ship building and ship designing. In 893 "he gave orders for building against the Esks long ships which were full nigh twice as long as the others. Some had sixty oars, some more; they were not shaped after the Frisian model, but so as he himself thought they might be most serviceable." This is interesting as the first indication of a British navy. Most of the fighting was done off the Hampshire coast, and a few years ago the remains of a Danish ship, 30 feet long, was found near here up the Hamble River.

Our next invaders were the Normans, who when their conquest was complete built a castle at Porchester on the Roman site. The Norman invasion was different in character and purpose from those that had taken place before. This was an extension of the Norman kingdom. William came with the titles of Duke of Normandy and Aquitaine, Earl of Anjou, and added to his royal roll that of King of England. The Norman kingdom was now divided and separated by the English Channel. The king would require knowledge of all parts of his kingdom. It would be necessary, therefore, for ships to cross the channel. Opposite nearly to the Isle of Wight were the ports of Barfleur and Honfleur. What more natural than that ships from these ports should make for the sheltered waters of the Solent. In fact, for the crossings of the early Norman kings of England first Southampton, then Porchester, and finally Portsmouth became the port of embarkation. From 1066 to 1204 Hampshire was the heart of the Norman kingdom.



West doorway, Porchester Church.

Domesday Book makes no mention of Portsmouth nor of Portsea Island, but speaks of Bedhampton, Wymering, Cosham, Boarhunt, Porchester, Buckland, Copnor, and Fratton as making up the "Hundred of Portsdown." The last three manors mentioned are situated on the Isle of Portsea, and now form part of the borough of Portsmouth. Buckland was held by Hugh de Port, who held fifty-five other manors in this country direct from the Crown, besides some others indirectly. In 1085 there may have been a few fisher folk living at the south-west corner of Portsea Island; a hundred years later there were enough people living here to justify their demanding a charter. This increase was undoubtedly due to the coming and going of the Norman kings.

With the Norman restoration of Porchester the harbour again became important. On returning from the first Crusade Robert Duke of Normandy found his youngest brother had seized the throne. Robert gathered his forces about him and landed on the shores of Portsmouth Harbour in 1101. At West Meon he met his brother, and arranged a peace which left Henry in possession of the throne. Henry was now a frequent visitor via Winchester, Bishop's Waltham, and Wickham to Portsmouth Harbour. The *Chronicle* tells of his taking ship here in October, 1114, and again at Whitsun, 1123. On this latter occasion he stayed on board a ship for a week awaiting fine weather in order to cross the channel. This was probably a matter of great importance to Portsmouth. The narrow entrance to the harbour, the wide expanse of land-locked water—calm within, rough without—must have impressed on the minds of the travellers a great feeling of security. The king, too, would remember that only a few years before his brother had landed here without opposition. The old castle being restored, Henry I in 1133 founded here the Priory of St. Mary at Porchester for Canons Regular of the Order of St. Augustine, "for the benefit of the souls of his Father and Mother, and William (Rufus) his brother, his ancestors and successors, and for the prosperity and safety of his kingdom." Forty years later, for some unknown reason, the Priory migrated to Southwick, on the other side of Portsdown Hill. All that now remains of the Priory buildings is

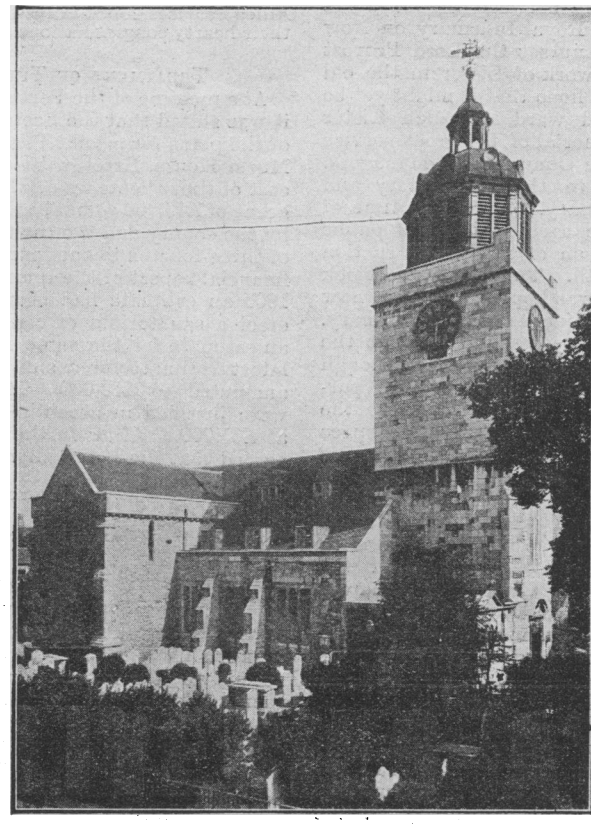
the beautiful church of St. Mary. The west front has a fine decorated Norman doorway similar to that at Iffley. Like the Oxford gateway, it has a sculptured figure of Sagittarius, and as this figure occurs in the badge of Stephen it may be that the church was completed in his reign. The font is a richly carved specimen of Early Norman work.

The commencement of the civil wars in Stephen's reign began with the landing of Matilda on the shores of Portsmouth Harbour.

It is recorded that Henry II crossed from and returned to Portsmouth Harbour at least ten times. In 1177 he ordered most of the shipping of England and Normandy to assemble here to transport an army to Barfleur.

Richard Coeur de Lion was in France when his father died. He returned to England via Portsmouth and immediately set to work to organize his crusade. On returning from Palestine he was detained a prisoner through the treachery of the King of France. Eventually, on reaching England he held a conference with his barons at Bishop's Waltham and immediately set to work to gather an army and fleet together in Portsmouth Harbour to avenge the insult. Whilst these preparations were in progress he was compelled to remain some time in the little town of Portsmouth, and it is reported of him that he passed the time superintending the erection of a hall with a kitchen and private apartment for himself. The spot chosen for the royal residence is now covered by the Clarence Barracks. Richard not only built for himself but granted sites to his followers on which they could build, but more important than all this he later gave the townsfolk their first charter, which bears the date May 2nd, 1194. During Richard's enforced detention in Austria, John de Gisors, Lord of the Burg of Portsmouth, formed a conspiracy against Richard. For this he was punished by the forfeiture of all his lands. The charter granted to the forfeited town conferred very important privileges on the burgesses, for which they had to pay into the king's exchequer £18 a year. The burgesses were now in a position to regulate trade with Normandy and other places and to extract fees from travellers who visited them. The proceeds thus obtained could be used for the benefit of the town and not for lining the pockets of the manor lord. The charter was given by the hand of Bishop William Longchamps, and contrary to all precedent he used a personal seal which had as its device a crescent and a star with eight wavy rays. These since the fourteenth century have always appeared on the borough arms.

The number of people living in Portsmouth up to Richard's time could not have been large. There was only one church on Portsea Island. That stood between the three manors of Copnor, Fratton, and Buckland (Portsea), on the site of the present church of St. Mary, Kingston. If it were in existence it would be the oldest building in Portsmouth. It was under the control of the Priory of Southwick. There is mention of it in 1166, and that it was dedicated to St. Mary. The remains of it were finally cleared away in 1843. The pathway from this church to Old Portsmouth can still be traced on the borough map. The oldest building in Portsmouth is the Church of St. Thomas. In 1180 (fourteen years before the granting of the charter) "John de Gisors gave an acre of his town of Portsmouth to the Black Canons of Southwick—serving God on the far side of Portsdown Hill—to build thereon a Chapel to St. Thomas the Martyr." It is not recorded that he provided the cost of the building, but he gave the convent certain properties in the neighbourhood for the perpetual upkeep of the fabric. The Chapel of St. Thomas was not originally a parish church for Portsmouth. St. Mary's was the mother church of the island, and with its daughter chapel, St. Thomas's, was the property of the Prior and Canons of Southwick. According to Messrs. Lilley and Everett:



St. Thomas's Church, Portsmouth.

"The work of St. Thomas's about the year 1230 was carried on by two of these Canons a senior and a junior assisted by a Chaplin and two Clerks in minor orders. They appear to have lived, all of them, in a Clergy-house at the corner of St. Thomas Street and Lombard Street on the East side of the latter diagonally opposite the Churchyard. The house had a garden by the side famous in later times for the succulence of its Warden pears. There was another garden on the North side, surrounded by a wall—a quasi-cloister—where the Canons could study their holy books and watch the grapes a-ripening."

The next oldest building on the island is the Domus Dei, of which more anon.

[Blocks kindly lent by Messrs. Charpentier, Ltd., Portsmouth.]

England and Wales.

WILLESDEN WAR MEMORIAL HOSPITAL.

THE first pavilion of the new war memorial extension of the Willesden Hospital was opened on December 15th, 1922, by Viscount Burnham. The Willesden Hospital was founded as a cottage hospital of eight beds in 1892, and was enlarged to twenty-five beds in 1899. The war led to an addition of forty beds, and the latest extension will provide a total of 120 beds. Another pavilion is to be opened next year, chiefly to increase the accommodation for the nursing and domestic staffs. The pavilion which has just been opened consists mainly of a number of private wards for paying patients; each holds one or two patients, who will pay from three to six guineas a week. Lord Burnham, in unveiling a tablet which commemorates the raising of £1,000 by the school children of Willesden for the new hospital, said that, to his mind, no part of the national equipment, about which they had good reason to be proud, was so remarkable and efficient as the voluntary hospital system. Lord Riddell and the Bishop of Willesden also spoke, paying eloquent tribute to the excellent work done by the Willesden Hospital.

MANCHESTER PATHOLOGICAL SOCIETY.

At a meeting of the Manchester Pathological Society held on December 13th, 1922, with Professor Shaw Dunn, the President, in the chair, Mr. Sampson Handley read a paper on the "Pathology of the lymphatic system." Mr. Handley limited the scope of his discourse to a consideration of the nature of lupus, endeavouring to show that it is largely a lymphatic disease, that it spreads in the deep fascial lymphatics, and that the isolated nodules beyond the edge of the skin ulcer come about by extension along these vessels. Many sections were shown bearing out this hypothesis, and illustrating the absence of a network of lymphatics in the skin itself, so that lymphatic extension in the skin must needs take a circuitous course. Complete eradication of a focus of lupus can only be said to have been effected when the fascial lymphatics have been dealt with. In the discussion which